

**CITY OF KIRKLAND**

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**DEPARTMENT OF PUBLIC WORKS  
PRE-APPROVED PLANS POLICY****Policy R-33: Crosswalk Location Evaluation Policy**

The following check list applies to marking uncontrolled crosswalks at intersections and midblock locations without traffic signals, yield or stop signs on the approach to the crossing. R-33's main purpose is to help identify crosswalk locations that meet basic safety and operational requirements.

- 1) Stopping Sight Distance. In order to make sure that pedestrians can be seen by oncoming vehicles, crosswalks should only be marked where Stopping Sight Distance is adequate. Values from the latest version of the AASHTO Geometric Design of Highways and Streets are shown on Table 1, below. Sight stopping distance is based on the legal speed limit or the 85<sup>th</sup> percentile speed as measured in a recent traffic study, whichever is higher.
- 2) Pedestrian Safety Enhancements. Proposed crosswalk locations should be evaluated to determine the need for enhancements in addition to markings and signs. Factors to be considered include the number of travel lanes, Average Daily Traffic and posted speed limit. The Manual of Uniform Traffic Control Devices (MUTCD) provides recommendations for installation of marked crosswalks. Examples of pedestrian safety enhancements include, but are not limited, to pedestrian islands, curb extensions/bulb-outs, warning devices such as Rapid Flashing Beacons, and pedestrian flags. Rapid Flashing Beacons shall not be installed at new or existing crosswalks located within 500 feet of a signalized intersection.
- 3) Turning Vehicle Impacts. To reduce the impacts of turning vehicles crosswalks must be located away from driveways. Crosswalks located at or near T-intersections should be offset to the left to avoid impacting left turn pockets.
- 4) Lighting Improvements. An illumination analysis should be performed for a proposed crosswalk location to assess the need for lighting improvements. Table 2 can be used to identify minimum lighting requirements if a site-specific illumination analysis is not available.
- 5) Connectivity to Sidewalks, Trail and/or Paved Shoulders. Crosswalks should not be marked unless the crosswalks connect to a paved walkway.
- 6) ADA Compliance. Before locating new crosswalks appropriate accommodations for accessibility should be in place.

Table 1: Stopping Sight Distance Values

Speed Limit (MPH)	Stopping Sight Distance (Ft)
25	150
30	200
35	250

Table 2: Minimum Lighting Requirements\*

Type of Location	Number of Lanes	Proposed Lighting
Midblock	2 Lanes, 2 Lanes + Two-Way Left Turn Lane	One street light within 20 Ft of crosswalk
	4 Lanes, 4 Lanes + Two-Way Left Turn Lane	One street light on each side of the road.
Intersection	NA	Illumination Analysis may be required to determine the appropriate number and location of street lights.

\*These requirements only apply if a site-specific illumination analysis is not available. When possible, a site-specific analysis should be performed.